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21 April 2026

[redacted]
SMA Projects
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24112T-LET01-F03
Lot 11 (International Square) on Registered Cluster Plan 001458X and adjacent parts of Common Property No. 1, Tullamarine
Proposed Residential Hotel Development

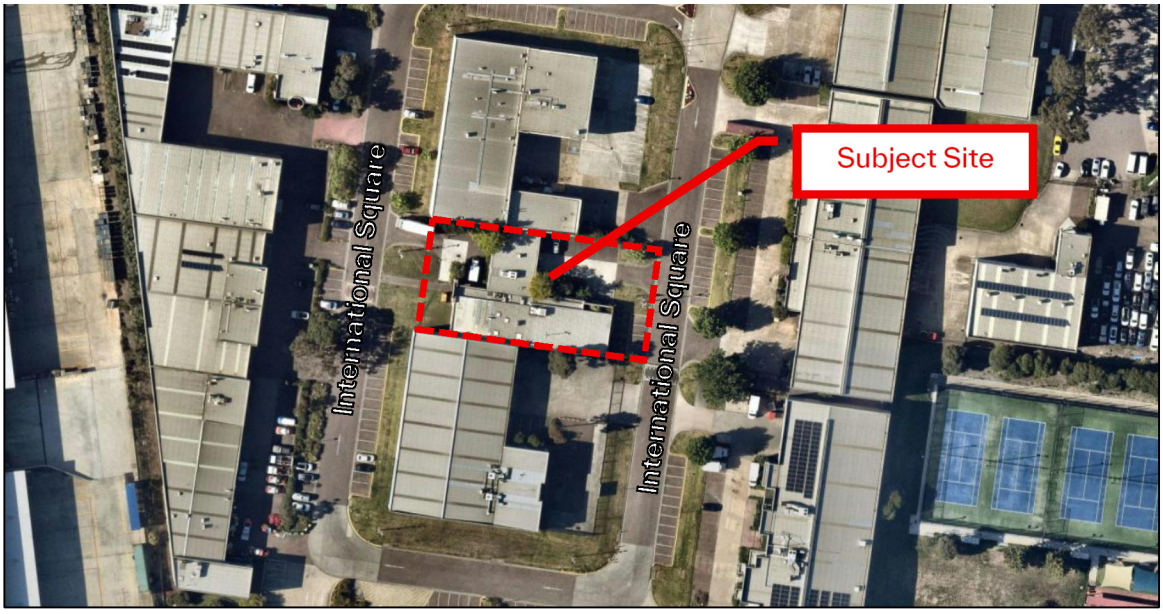
Dear [redacted]

1. Introduction

Ratio Consultants has been engaged to prepare the following transport engineering assessment for the proposed residential hotel development on land at Lot 11 (International Square) on Registered Cluster Plan 001458X and adjacent parts of Common Property No. 1 in Tullamarine.

An aerial photograph of the subject site, in context of the surrounding area, is presented at Figure 1. It is noted that International Square is a private road located within common property and generally operates in a one-way clockwise direction.

Figure 1: Aerial Photograph



Source: Nearmap (December 2025)

2. Proposal

The proposal is for the use and development of a residential hotel, comprising 164 units.

The proposed development will provide 39 on-site car parking spaces, including 37 spaces within a ground level car park and 2 drop-off/pick-up bays within a porte cochere.

The proposed porte cochere will be located within common property no. 1, which will result in the removal of four existing common property car parking spaces and a light pole.

Vehicle access for the site will be provided to International Square as follows:

— A new dual-width connection to the west of the site which will provide access to the on-site car park, and

— Separate entry-only and exit-only connections to the east of the site which will provide access to/from the porte cochere.

A total of 6 bicycle parking spaces will be provided on-site within the ground level car park.

A copy of the proposed development plan, prepared by Hayball, is attached at Appendix A.

3. Car Parking Assessment

3.1 Statutory Car Parking Requirement

Car parking requirements for a range of land uses are set out under Clause 52.06 of the Hume Planning Scheme. Table 1 of Clause 52.06-5 sets out the car parking requirement that applies to uses listed in the Table.

The land use term 'residential hotel' is not listed under Table 1 of Clause 52.06-5. Accordingly, car parking must be provided to the satisfaction of the responsible authority.

3.2 Car Parking Demand Assessment

Parking demands for residential hotels varies depending on both the location and target market.

Empirical case study data held by Ratio indicates that residential hotels in metropolitan locations typically generate a minimum car parking demand of 0.23 spaces per room, with an average of 0.44 spaces per room, inclusive of staff and guest demands.

In this instance, the site's close proximity to Melbourne Airport means that a significant proportion of guests are likely to select this accommodation specifically for convenient access to and from the airport. As such, it is expected that a significant proportion of guests would travel via rideshare or taxi services rather than a private car, and that the car parking demand generated by guests of the proposal would be low.

Furthermore, the future operator of the use typically requires on-site car parking spaces to be booked during the reservation process. This ensures that guests who require a car parking space are aware of the availability of on-site car parking in advance. In the unlikely event that all on-site car spaces are booked, guests would have the opportunity to choose alternative accommodation that provides on-site parking. This arrangement ensures that the proposal is unlikely to generate any unreasonable on-street guest parking demand,

noting that on-street parking throughout International Square is privately allocated and would not be available for use by staff or guests.

Having consideration for the above, the on-site provision of 39 car parking spaces, at a rate of 0.24 spaces per room is considered more than sufficient to accommodate for staff and guest parking demands and is therefore acceptable.

4. Access and Car Parking Layout Review

4.1 Clause 52.06-9 Assessment

An assessment of the proposed car parking layout and access arrangements against the relevant design standards of Clause 52.06-9 of the Hume Planning Scheme is provided below.

Table 1: Design Standard 1 – Accessways Assessment

Requirement	Comments
Must be at least 3m wide.	Satisfied – All accessways are provided in excess of 3m wide.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	Satisfied – All changes of direction are provided with a radius of at least 4m.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A – The car park is not a public car park. It is noted that all car spaces would be allocated in advance which negates the requirement to provide a turning bay.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	Satisfied – A minimum headroom clearance of 2.5m is provided above all car spaces to facilitate DDA access.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – The internal layout allows all vehicles to enter and exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied – The proposed car park access is provided at a minimum width of 6.1m for a length of 7m to facilitate passing.

Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	N/A – Pedestrian sight triangles are not considered necessary given no footpaths are provided throughout International Square.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	N/A – Access is not proposed from land in a Transport Zone.

Figure 2: Design Standard 2 – Car Spaces Assessment

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – All standard car parking spaces are provided in accordance with the minimum dimensions set out in Table 2 of Design Standard 2. The parallel drop-off/pick-up bays are provided at a length of 5.4m, in accordance with AS2890.1:2004 for 'unobstructed end' car spaces. It is noted that the western disabled parking space provides an accessway width that is less than 5.8m. Notwithstanding, swept path assessments have confirmed that access to/from this car space can be achieved in a single entry and exit manoeuvre, providing an appropriate performance solution.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2.	Satisfied – The car parking spaces have been designed to accord with Diagram 1 of Design Standard 2.

4.2 Electronic Swept Path Assessment

Electronic swept path assessments have been undertaken using 'Autodesk Vehicle Tracking' software to demonstrate critical movements throughout the site, as attached at Appendix B.

4.3 Porte Cochere Design

The proposed porte cochere will be located within 'common property no. 1' along the eastern boundary of the site. The use of common property to construct a porte cochere would be subject to owner's corporation approval, noting that this would result in the removal of 4 existing car parking spaces and a light pole.

The porte cochere will operate in a clockwise arrangement to provide safe and efficient access for passengers to the building lobby. Independent circulation is achievable through the porte cochere in the infrequent event that both parallel drop-off/pick-up bays are occupied.

5. Other Matters

5.1 Bicycle Parking

Clause 52.34 of the Planning Scheme sets out the following statutory bicycle parking requirement for the proposal:

— 1 staff space to each 10 lodging rooms, and

— 1 visitor space to each 10 lodging rooms.

Applying these rates to the 164 rooms leads to a statutory requirement of 16 staff and 16 visitor/guest spaces, or 32 spaces in total.

Having consideration for the location of the site and nature of the use, minimal bicycle parking demands are expected to be generated by the proposed development. Meeting the statutory requirement would lead to the provision of infrastructure that is likely to be unutilised and would represent an inefficient and wasteful use of land. The proposed provision of 6 bicycle parking spaces (via three double-sided bicycle hoops) is considered more than sufficient to accommodate any bicycle parking demands that could be generated by staff or visitors.

All bicycle parking spaces will be provided via double-sided bicycle hoops, with an envelope that measures 1.8m long x 1m wide, in accordance with AS2890.3:2015.

The provision of bicycle parking is considered to be acceptable on this basis.

5.2 Loading and Waste Collection

Loading and deliveries are expected to be infrequent in nature and shall be accommodated within the porte cochere by smaller trucks or vans. The porte cochere has been appropriately designed to accommodate such vehicles.

Waste collection is proposed to occur along the western frontage of the site, with a private contractor vehicle to prop kerbside on International Square during waste collection activities. This arrangement will not impact traffic flow on International Square given the approximately 8m wide carriageway is sufficient to allow a waste collection vehicle to prop whilst maintaining a continuous traffic lane.

5.3 Traffic Impact

Traffic generated by the proposed development is estimated at 0.4 vehicle movements per parking space, based on our experience with similar residential hotel land uses. This

equates to a peak-hour traffic generation of approximately 16 vehicle movements per hour, or one movement every four minutes on average.

This level of traffic is very low and would be barely discernible on the surrounding road network. Accordingly, the proposed development is not expected to result in any material impact on the operation of nearby roads or intersections.

6. Conclusion

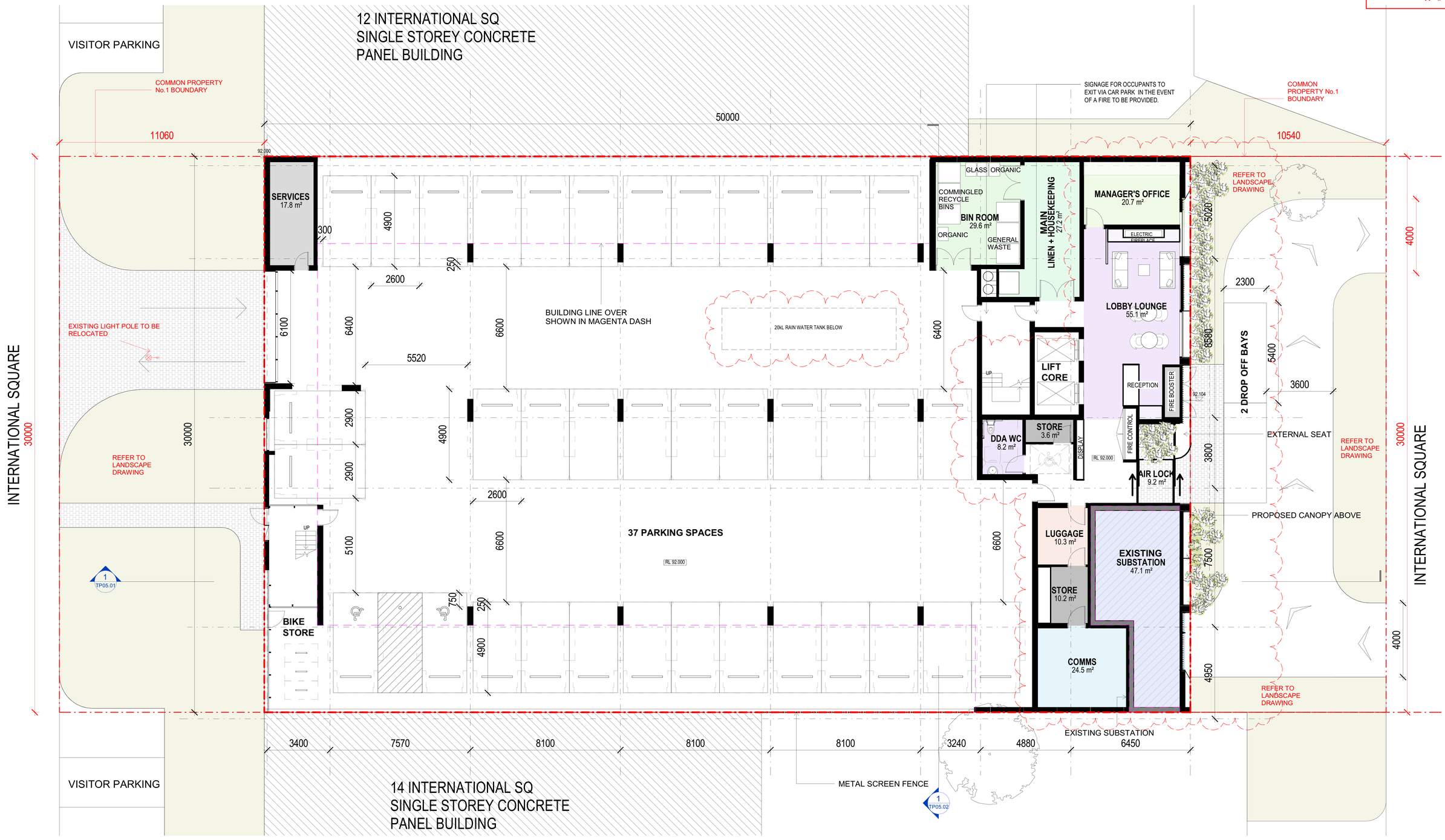
Having regard to the above discussions, we are satisfied that there are no traffic engineering reasons why a planning permit should not be granted.

Should you have any queries, please contact [redacted] or the undersigned.

Yours Sincerely,

[redacted]

Appendix A – Plans



NOTE: PLANS ARE TO BE READ IN CONJUNCTION WITH THE ENDORSED ESD REPORT (WHICH FORMS PART OF THE TOWN PLANNING PERMIT SUBMISSION), AND ALL INITIATIVES CONTAINED WITHIN MUST BE IMPLEMENTED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.

Project Title

LOT 11 (INTERNATIONAL SQUARE) ON REGISTERED CLUSTER PLAN 001458X AND ADJACENT PARTS OF COMMON PROPERTY NO.1, TULLAMARINE

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ABN: 84006394261 Nominated Architects ACT: David Tordoff 2734, NSW: David Tordoff 8028 ,QLD: Chad Brown 4041, SA: Hayball 3259, TAS: Hayball P357, VIC: Hayball 50070

Responsible/ Nominated Architect :
Registration Number :
Contact Number :

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Rev	Date	Description	Checked by
A	12/01/2026	A	
B	20/01/2026	B	
C	07/04/2026	C	

Drawing Title
GROUND FLOOR

Status
TOWN PLANNING

Project No
2806

Revision
C

Drawing No
TP01.02

Verify all figured dimensions on site before undertaking any works. Do not scale dimensions off drawings.

Development Summary

Date: 01/21/2026
Project: 13 Internation Square Tullamarine
Site Area: 1501.5m^2

	Studio (24.8 sqm)		Twin Queen Studio (28 sqm)		Queen Suite (37.1 sqm)		King Bunk (Quad) 29-30.1 sqm		Studio DDA Accessible	
Level	Units	Beds	Units	Beds	Units	Beds	Units	Beds	Units	
	1		3		4		1		2	
GROUND										
LEVEL 1	6		4		2		6		2	
LEVEL 2	8		6		4		5		1	
LEVEL 3	8		6		4		5		1	
LEVEL 4	8		6		4		5		1	
LEVEL 5	8		6		4		5		1	
LEVEL 6	8		6		4		5		1	
LEVEL 7	8		6		4		5		1	
TOTAL BEDS	54		40		26		36		8	
RATIO UNITS	32.9%		24.4%		15.9%		22.0%		4.9%	

	Internal Communal (m2)	External Communal (m2)	NSA (m2)	GFA (m2) FECA	
Bed/floor	Area	Area	Area	Area	
	68				1495
0	161		629		1018
0			750		895
0			750		895
0			750		895
0			750		895
0			750		895
0			750		895
0					
0					
0	**229**	**0**	**5129**	**0**	**7883**
164					

ALL AREAS ARE APPROXIMATE AND SUBJECT TO FURTHER DETAILED REVIEW

NOTE: PLANS ARE TO BE READ IN CONJUNCTION WITH THE ENDORSED ESD REPORT (WHICH FORMS PART OF THE TOWN PLANNING PERMIT SUBMISSION), AND ALL INITIATIVES CONTAINED WITHIN MUST BE IMPLEMENTED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.

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LOT 11 (INTERNATIONAL SQUARE) ON REGISTERED CLUSTER PLAN 001458X AND ADJACENT PARTS OF COMMON PROPERTY NO.1, TULLAMARINE

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ABN: 84006394261 Nominated Architects ACT: David Tordoff 2734, NSW: David Tordoff 8028 ,QLD: Chad Brown 4041, SA: Hayball 3259, TAS: Hayball P357, VIC: Hayball 50070

Responsible/ Nominated Architect :
Registration Number :
Contact Number :

Date Printed 16/04/2026 4:17:24 PM

Scale 1 : 100@ A1

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Rev	Date	Description	Checked by
A	12/01/2026	A	
B	20/01/2026	B	
C	07/04/2026	C	

Drawing Title
DEVELOPMENT SUMMARY

Status
TOWN PLANNING

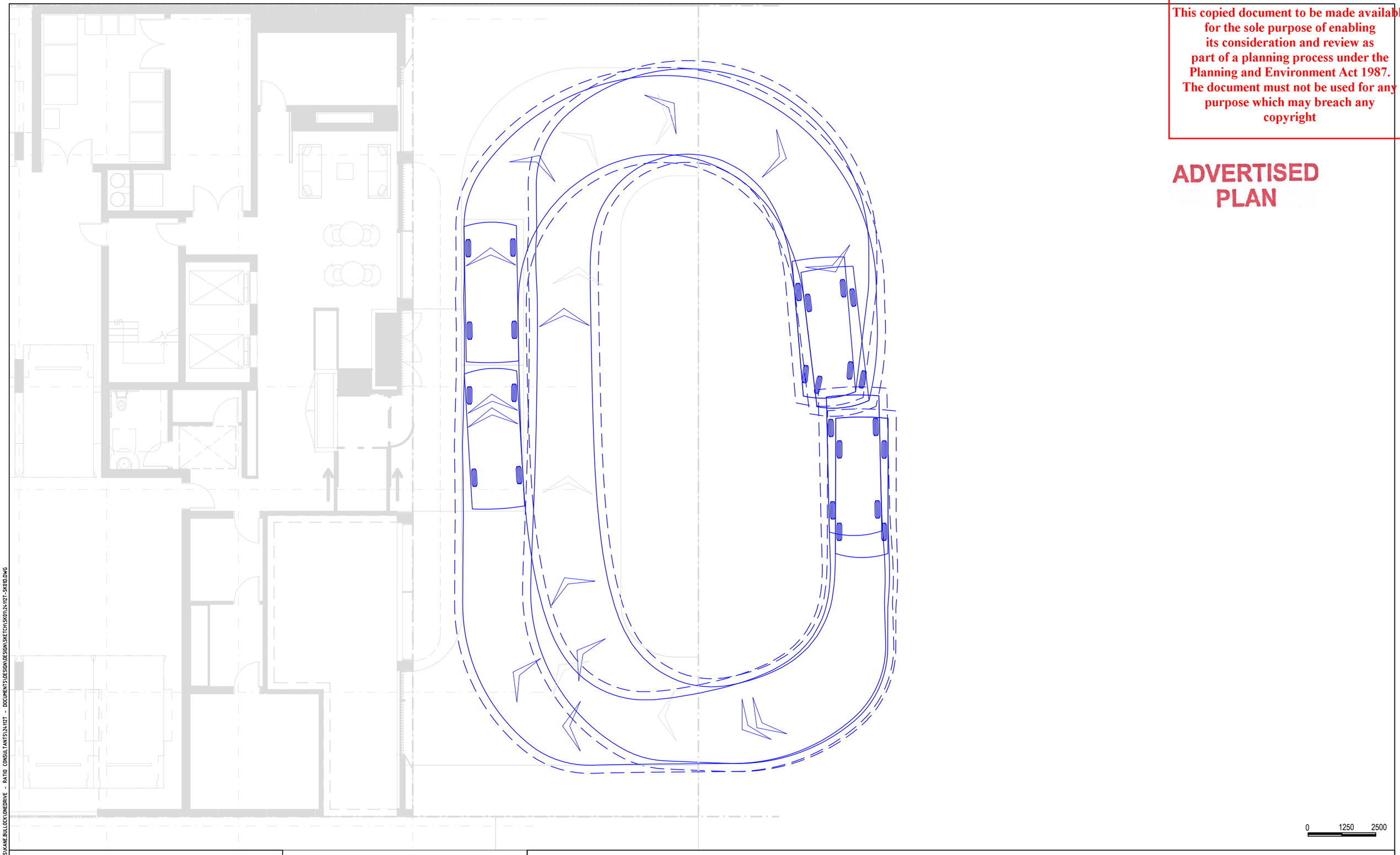
Project No
2806

Revision
C

Drawing No
TP08.01

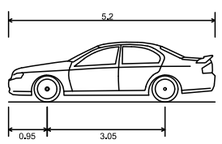
Verify all figured dimensions on site before undertaking any works. Do not scale dimensions off drawings.

Appendix B – Swept Path Diagrams



ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS 2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Residential Hotel Development
Lot 11 (International Square) on Registered Cluster Plan 001458X and Adjacent Parts of Common Propery No. 1
B99 Design Vehicle Swept Paths - Porte Cochere Access

NOTE:
1) Base Plan Supplied By Hayball
2) Maximum Design Speed 5km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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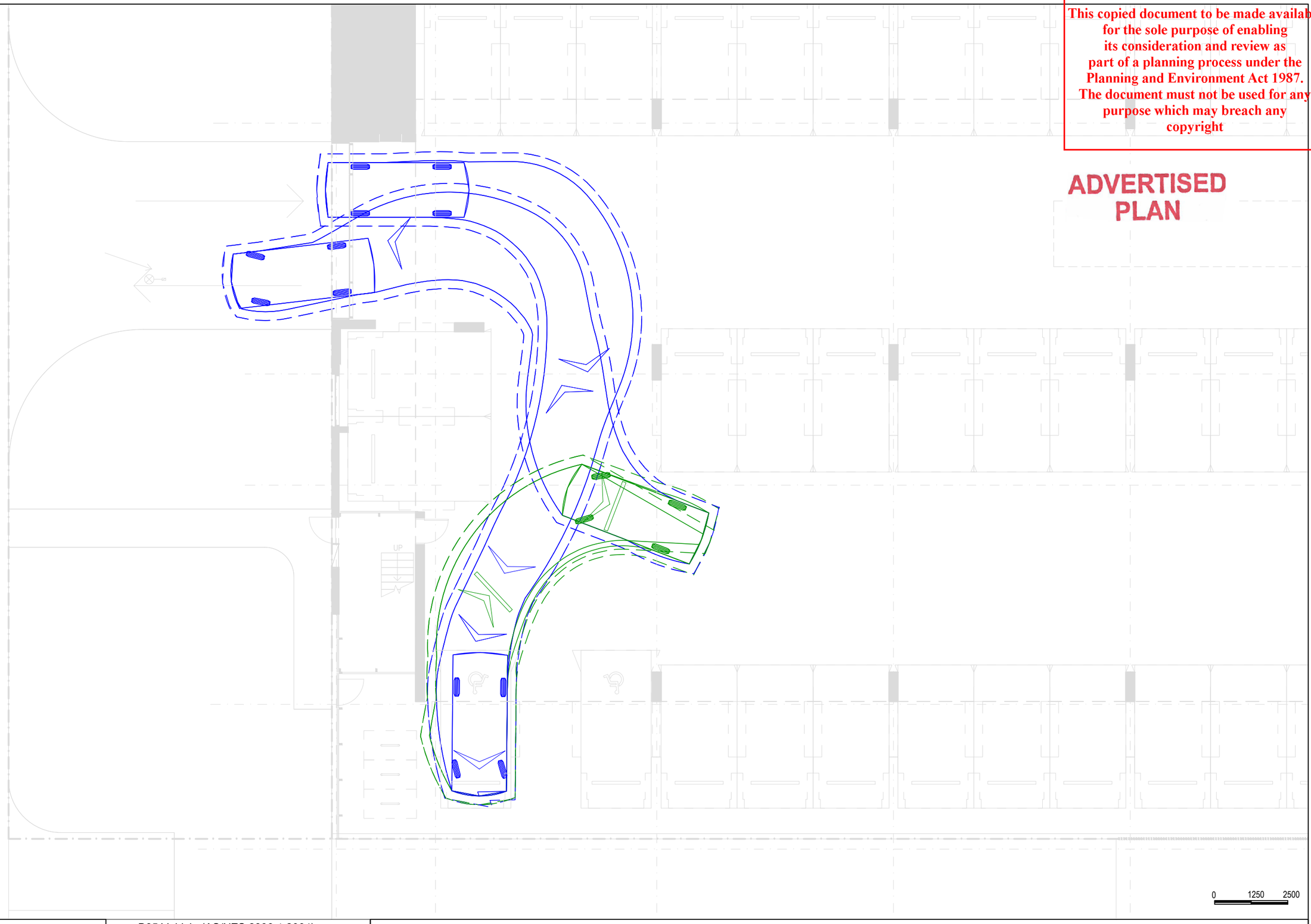

ratio:
RATIO CONSULTANTS PTY LTD
ABN 005 422 104
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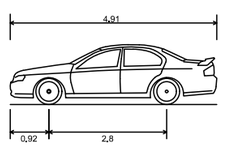
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS 2890.1:2004)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length	4,910m
Overall Width	1,870m
Overall Body Height	1,421m
Min Body Ground Clearance	0,159m
Track Width	1,770m
Lock to Lock Time	4,00 sec
Curb to Curb Turning Radius	5,80m

Proposed Residential Hotel Development
Lot 11 (International Square) on Registered Cluster Plan 001458X and Adjacent Parts of Common Propery No. 1
B85 Design Vehicle Swept Paths - DDA Space Access

NOTE:
1) Base Plan Supplied By Hayball
2) Maximum Design Speed 5km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
24112T-SK01D	2 of 2	K. Bullock	Custom @A3	21/04/26